

1913

AUTOMOBILE SECTION

1913

This Department is created for the benefit of our readers. In its columns will be found the very latest auto news, national and local, in the Advertising Department will be found the very best Pleasure Cars, Electric Vehicles, Commercial Trucks, Supplies, etc., handled by local dealers.

NOW THEN,

Altogether, you Ladies and Gentlemen with the autos, turn your gaze upon the BLUE RIBBON GARAGE. Follow up that gaze with a visit inside of its portals.

Indulge yourself in that restful feeling of stability and business solidity which compels your attention in all of its departments. Go no further, go home and think it over and its a week old doughnut to a spread eagle, that the next time you need something for your car, you will say to yourself, "I better go to the BLUE RIBBON GARAGE for that."

You get service there, be it a wash and polish, a repair job or the purchase of a tire and accessories.

THE BLUE RIBBON GARAGE Inc.

283 FAIRFIELD AVENUE
PACKARD AGENT FOR FAIRFIELD AND NEW HAVEN COUNTIES

LAMP REPAIRING

During overhauling time we are giving special prices on reflectors, plain and red glass, parts and repairing for

AUTOMOBILE AND MOTOR-CYCLE LAMPS

THE AUTO LAMP REPAIR SHOP

80 JOHN STREET
BRIDGEPORT, CONN. COR. BROAD ONE FLIGHT UP
TELEPHONES: SHOP 1304-2, HOUSE 3805-4

BLUE RIBBON MOTOR BODIES

BEAR THE STAMP OF ORIGINALITY

The more critical you are, the better pleased we are to have you for a customer. We build bodies of any design, commercial or pleasure, light weight aluminum or wood.

Now is the time to have your Touring car put in order and painted for next summer's use.

DON'T WAIT DO IT NOW
Estimates promptly submitted on request

The Blue Ribbon Auto & Carriage Co.

E. A. Godfrey, Pres. 154 CANNON STREET
Geo. H. Woods, Secy. and Treas.

AMERICA'S
GREATEST
CAR,
25
H. P.



\$900

The R. C. H. is fully equipped, Folding Top, Wind Shield, Demountable Rims, Rear View Mirror, in fact all ready to get in and start off on a trip or journey.

H. M. FORD

DISTRIBUTOR.
1837 Main Street Phone 1273

IF IT'S Auto Junk & Tires

SELL IT TO JACOB BROS., 35 KOSSUTH STREET

WINN'S
ENGINE LUBRICANTS
GREASES AND PACKINGS
The Best Gas Engine
Cylinder Oil Made
250 Stratford Ave.

Automobile News

That the automobile tire industry consumed more than 1,500,000 bales of cotton last year, is the statement made in a recent Government report. The heavy demand for high-grade cotton by the tire industry has boosted the price of this commodity to a higher point than at any time in recent years—excepting the cotton "corners" engineered by speculators.

Following the lead of a Pacific Coast concern, there has been organized a "laundry" for automobiles in Detroit, Mich. The company has leased a garage, and has adopted as its slogan "Everything back but the dirt!" In the new establishment the whole process of washing and cleaning a car has been systematized in such a manner as to take but twenty minutes.

In a recent automobile accident case in Texas, one of the lawyers split hairs to the extent of questioning as to just what an "accident" is. Thereupon it was laid down that an accident is "such an unexpected catastrophe as occurs without anybody being to blame for it; that is, without anybody being guilty of negligence in doing or permitting to be done, and omitting to do the particular thing that caused such catastrophe."

One of the queerest accidents so far recorded in connection with motoring occurred recently in Fitchburg, Mass. The chauffeur of a fast-traveling car noticed a dog running in front of him, and could not stop in time. A faint yelp was heard, but not a sign of the dog after the car had passed over the spot. At the railway station he stopped, and found, to his surprise, the dog hanging by its collar to the crank handle. It had been killed, not by external injury, but by being choked with its own collar.

As a result of conferences between motor-truck makers and users and the Massachusetts Highway Commission, a bill was recently introduced favorably in the State House, limiting the weight for trucks to twelve tons. The bill had been in committee for some time, pending hearings of the manufacturers' and users' side of the question. As all parties concerned seemed to be satisfied with the bill in its present form, it is probable that it will pass both houses of the Legislature.

The bill to prohibit rear lights capable of being extinguished from the seat is still in doubt as it has been adversely reported from committee. Realizing that the time has come when there should be some regulation as to the weight of motor trucks using the public highways, the State Legislature of New Jersey has been considering a bill which would limit not only the total weight of the trucks, but also the weight per square inch of tire surface, per axle and per wheel; it would also limit the weight of each heavy truck, if loaded with steel or iron tires, may be driven over bridges to six miles per hour, and the highest speed allowed under any circumstances for vehicles of six tons or over would be twelve miles an hour.

Although Massachusetts has a light law requiring horse-drawn vehicles to carry lights at night save in localities where the street lamps are 500 feet or less apart, it has not been strictly enforced. Consequently the Massachusetts State Automobile Association, which was instrumental in having the law passed, is planning to start a campaign through its constituent clubs to secure the rigid enforcement of the law. When this is accomplished, the association will probably introduce a bill removing the present exemption where street lamps are 500 feet or less apart.

When buying calcium chloride to mix an anti-freezing solution, be sure to ask for the chemically pure article, known as "C. P." The impure kind contains hydrochloric acid which will corrode the radiator, cylinders and connections. To test a calcium chloride solution, use a piece of blue litmus paper, which may be obtained from any druggist. Moisten this with the solution. If the paper turns red there is acid present, and the solution should not be used, unless enough slack ammonia is added to neutralize the acid.

Egypt is to have a network of roads extending across the deserts and connecting places hitherto reached only by caravan. Kitchener, who planned the system, and already one of the roads, that between Alexandria and Cairo, is approaching completion. The system comprises both main and auxiliary roads. The main roads are to be built by the Government, while the smaller ones will be laid by the Provincial Councils. Most of the roads will have to be built on a plateau, while others will follow earlier highways. Motoring over some of these desert roads is said to possess a particular charm that is furnished in no other country, particularly on moonlight nights. Hence Egypt will probably become a favorite touring ground for the motorist when the roads are built.

There are many little tricks that may be performed with spanners that will help start a refractory nut. Hitting the spanner a sharp blow at a point about one-third of the length from the outside end will frequently start the nut. The correct point may be determined by light experimental taps, and is where there is no vibration to resist the force of the blow. Another trick is to increase the leverage of the spanner by using another spanner. The jaws of this may be engaged with the end of the first one, whose length will be mysteriously doubled. Or a pipe of the right size may be used. Never use a chisel to loosen a nut that has to be used again or to tighten one that must be loosened again. If absolutely necessary, a punch may be used, or a metal rod with a flat end. The idea is to prevent marring the nut so that a spanner or wrench cannot grip it.

Winding roads, high ledgers and sharp turns offer considerable danger to automobilists, due to the impossibility in some places of seeing ahead. The English recognize this, and in some instances are installing mirrors at the dangerous turns and crossings

with good results. One of the first mirrors to be used was placed at a crossing in Folkestone in June, 1910. It is 24 inches square and cost \$7.50. It is stated that since its installation there have been no collisions at that place, whereas before they had been frequent. Another mirror that has been successful is that at Malmesbury. The mirror is 36 by 60 inches in size. At both places the effect of the mirror is not only to show the condition of the road ahead but it also serves in some mysterious manner to persuade the chauffeurs to drive more slowly. The Royal Automobile Club and other motoring organizations are planning a campaign to secure more mirrors. Strange to say, none of those already in place have been injured by amateur marksmen—one case where the breaking of a mirror superstition is not without value.

"Did it ever occur to you," asks W. M. Lee of the Regal Service Organization, "that many troubles which appear to be the carburetor of an automobile are really not the fault of the carburetor at all? By carelessly filling the gasoline tank, without straining the gasoline through a chain mesh or other strainer, dust and particles will work from the tank through the feed pipe into the carburetor. These small particles of scale or foreign substances will interfere with the delicate valve action of the carburetor and cause no end of trouble. The presence of foreign matter in a carburetor will cause the motor to run unevenly and the carburetor to flood or leak after the motor has stopped running. To correct these troubles the carburetor must be removed and thoroughly cleaned. Water in the gasoline is another trouble. Careful straining of the gasoline through the chain mesh will remove both the foreign particles and all water. If water does get into the gasoline tank, the surest relief is to open the drain cock at the bottom of the carburetor bowl and allow a free flushing out. Be sure that your car gets all the gasoline that may contain water, but of its water. The motor cannot digest water nor gasoline diluted with water. A stopped up gasoline feed pipe is another source of trouble. To remedy this, shut off the gasoline at the tank, detach each end of the feed pipe and blow through it. If extreme force is necessary use the tire pump. Bear in mind again that the only way to insure your car against such trouble is to strain the gasoline in the first place. Experienced engineers agree that much so-called carburetor trouble is due to the presence of water or foreign matter in the gasoline."

A New Fuel.

The Standard Oil Company is preparing to introduce a new grade of fuel for automobile use as a cheaper substitute for gasoline. This fuel, which is to be known as "motor spirit," is now being supplied the State for test purposes, with the understanding that it will be produced in quantities proportionate to demand. It is offered at a price "about 5 cents lower than gasoline," and is represented to be a blend of different fractions, both lighter and heavier than current grades of automobile gasoline. While offered as a direct substitute for gasoline, it is not known whether it can be mixed from other stocks unless taken off at the refinery, it is claimed. If it has a higher thermal value than gasoline, the new fuel holds promise of yielding high thermal efficiency, which is a quality synonymous with greater mileage for a gallon.

Raced in a Car Carrying Dynamite.

C. W. Milton of Corning, Col., is still alive to tell the story, but it's no fault of his that the bones of his body were not scattered over half a mile of the road. He was driving a hardtop to race an express train with his sixty-horse power car, while the latter was loaded with 100 pounds of dynamite. As the story comes from Colorado, Milton was driving his car at a fair clip along the road running parallel with the Southern Pacific railroad. He held the dynamite on board, intending to deliver it at a point near Corning. The engineer of a passing passenger train made a sneering remark about gasoline bugs. Milton drove his car at a mile-a-minute clip, easily outdistancing the train. He was a good driver, and saw the sticks of dynamite strewn all over the road. He managed to drop the package having been jarred open in the wild drive. He promptly collapsed at the sight and was removed to a nearby house, suffering from nervous shock.

Fished for a Nut.

A man had taken down the valves of his car and was working away at time in country garage. This, as country garages so frequently do, lacked light and one was not surprised to hear that the mechanic in charge of the car managed to drop a nut into one of the cylinders. He had to take the car out that night, and as he did not know into which cylinder the nut had fallen the probability of his making a start appeared remote. It was at this moment that his wife asserted themselves, and taking a piece of wire he rubbed it for a little while upon the magnet, and thus made a magnet of it. The mechanic fished for the nut, and oddly enough he caught it at the second trial.

Lessons for New Owners

Assuming a car has been bought from a reliable house and a capable driver has been assigned to instruct the buyer of it as to how to start, stop, reverse, use the spark and throttle to increase and decrease speed, release and engage the clutch, crank up, steer, the corner and guard against skidding, that is about as far

as any instructor will go, unless especially engaged and paid says a writer in the Philadelphia "Public Ledger." The newly fledged motor owner, on the strength of this, should not by any means assume that he is the master of the car. His motoring education can hardly be said to have begun.

On the first week or even the first month of your ownership do not start out on a long trip imbued with the idea that your car will run forever, with no more attention from you than is required by the steering wheel, the throttle, the gear levers and the brakes. Contact yourself with short trips, over good roads, frequent inspection and determine to learn and fix in your mind what each individual part of the car is for, how it is put together and what it should look like when in perfect working order. This can only be accomplished by tracing every part through its connection with other parts.

Follow that flow of gasoline through the feed pipe to the carburetor, or mixer; study how it is regulated there by the float and the needle valve, how it passes to the air tube, how it is throttled, how the inlet valves feed it into the firing chamber, how it is compressed, fired, exhausted and muffled. In short, trace that gasoline flow over every inch that it travels, to the end that you will be able to trace any stoppage which may occur, promptly locate the trouble when trouble occurs, and not be marooned on some country road far from any civilization. Do the same with your electrical ignition system. Inch by inch, follow your wires from the batteries or he magnet to the switch box on your dashboard, and back again to the coil and the spark plugs. Make it your business to learn just what causes the spark to occur and at what intervals it should occur.

Carefully examine and study the transmission gears, and learn from your examination what gears give the different speeds, and when and why. Learn the exact location of every bearing and the proper oils of the same. Study the adjustment and proper condition of the brakes. Don't even overlook the radiator and the engine cooling system, and learn how the water circulates. Inevitably you will find a use for all this knowledge, at some time or another. It is essential that the car owner and driver understand how to remove a tire, how to take out the inner tube and how to replace the new one so that it will not pinch or rub while being inflated. The best plan is to practically inflate the tube before inserting it in the shoe and then work it around the entire circumference, making sure that it fits snugly and smoothly. Otherwise a blowout is likely before the journey is fairly reversed. There is even a knack which can be learned in the inflating of the tire where a hand pump is used. Short sharp plunges of the piston provide very little air for the tube, whereas the long, steady plunges give the results and do not wear out the person operating the pump.

Driving on a flat or improperly inflated tire is likely to be productive of all sorts of complications. It is very easy to catch on the valve tube and pinch a number of holes in the tube itself. Also it is likely to damage the outer shoe beyond the hope of repair, and is also likely to badly injure the holding rim. If there has been a blowout and no puncture which can be traced to a picked-up nail or a bit of glass, the flat tire is undoubtedly due to a slow leak. This, in all probability, can be found in the valve.

Blowout and inner tube patches are now ordinarily carried as a part of the tire equipment of all cars, but it is not enough for all novice drivers to learn how to adjust these before tackling the long road. The blowout patch is, of course, merely slipped in the outer shoe covering the rent from the inside, and held in place by the inner tube. But the latter should be removed from the patch on the latter requires more care. Many drivers make the mistake of roughening the tube around the patch with a knife and the inner side of the patch with a knife of a bit of sandpaper. This is unnecessary and dangerous, as the only object is to clean the rubber of all dirt and rough particles. This can better be accomplished by rubbing the portions which are to receive the rubber solution thoroughly with a rag dipped in gasoline. A clean, smooth surface will hold the patch better than a rough one. Above all, water must be kept away from the surfaces which are to be treated, as water will prevent the solution, which excludes air, from adhering.

Usually the patching solutions one buys are too thick for quick use, but this can be remedied by thinning with a little gasoline. Care should be taken that the solution is well set on both patch and tube before applying, as, if it is put on soft, and a start made, the patch is quite likely to slip and undo all that has been accomplished. This is especially true in hot weather when the friction of the road unduly heats the tires. If, in spite of all precautions and all attempts at repairs, it is found impossible to make the tire do, the latter should be entirely removed from the rim. If a coil of rope is included in the equipment of the car the rim may be securely wrapped with it, and will thus be kept from striking the hard ground. On this makeshift tire several miles to a garage or repair shop may often be made at small-like speed and without injury to the car or wheel.

AUTO DELIVERY CO.

The swift service auto delivery formerly conducted by Russell & Platt is now owned and managed by Mr. Harold Platt who will give his personal attention to the business. All orders will be given prompt attention. Collections and distribution of parcels and packages for all parts of the city. Phone 3884 when you have any packages to deliver.

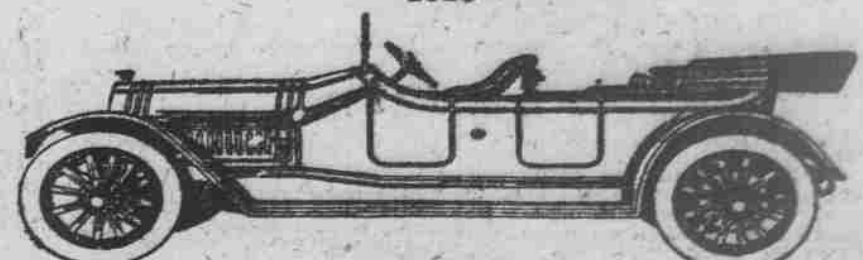
AFTER MELLER'S \$10,000

A train stop device, invented by Gustave Whitehead and Joseph Yowhouse, is to be demonstrated at the Y. M. C. A. social rooms next Tuesday evening. The model to be used includes both tracks, toy engine, air reservoir and other apparatus.

SWIFT SERVICE BY THE PLATT COMPANY

H. S. PLATT, Manager
Collections and Distribution of Parcels and Express to all Sections of the City and Vicinity—Prompt Parcel Delivery
Telephone 3884

THE MITCHELL LIGHT SIX 1913



\$1,850

FOR INFORMATION OR DEMONSTRATION
CALL, WRITE OR PHONE

The Elm Auto Co.

184 ELM STREET PHONE 1901

THE CAR THAT WILL GET YOU THERE AND BACK AGAIN



BUICK MODEL 31

ARTHUR L. CLARK AUTO STATION

ALSO DISTRIBUTOR OF THE FRANKLIN
1671 MAIN STREET Phone 1214

The SELDEN Motor Truck

Careful inspection of the Selden Truck and detailed comparison of its specifications with those of other trucks of like capacity will show the fact that the Selden Truck is a sturdy, powerfully built one every part of which is constructed with a large factor of safety and with due regard for the rigid requirements of high duty commercial service. The Selden Truck is built to render the highest degree of service at a minimum of cost.

Standard Chassis in either short or long wheelbase, Model J or J.L. respectively, in priming coat with driver's seat and equipment, \$2,800.

THE CONSOLIDATED MOTOR CO.

Office: 1047 BROAD ST. Tel. 392. Garage: 163 JOHN S. Tel. 285-2

If You Are Looking For Quality and Prompt Service Come to Us

WE BUILD AUTO BODIES OF EVERY DESIGN AND SIZE
AUTOMOBILE PAINTING AND REPAIRING
IN FACT WE DO EVERY KIND OF AUTOMOBILE WORK
EXCEPT ON THE ENGINE
OF EVERY JOB THAT LEAVES OUR SHOP—
OUR PRICES ARE RIGHT

Metropolitan Auto & Carriage Co.

434 GRAND STREET PHONE 4165-3



Don't covet your neighbor's car. A Ford of your own is surely within your means—now that the price has reached bottom. Higher standards of living at lower cost—that's what the Ford price changes mean to you.

Runabout \$525
Touring Car 600
Town Car 800

These new prices, f.o.b. Detroit, with all equipment. An early order will mean an early delivery. Get particulars from Starbuck & Mattice, 325 Fairfield Avenue.

ADVERTISE IN THE FARMER

Want Ads. Cent a Word.